



SOUTH AUSTRALIAN SOCIETY of MODEL and EXPERIMENTAL ENGINEERS INC.

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The cover of this Bulletin shows a busy day at the office. The 7 ¼ roundhouse filled with live steam locomotives.

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EDITORIAL

Communication

Donations in kind.

SASMEE's main sources of income are from Gate and Canteen takings on Public Run Days, and Membership Fees.

But there is one other source that is rarely seen and even more rarely acknowledged. That of donations.

We are all volunteers and so we willingly donate out time, but that is not what is being highlighted here. And we have all paid for minor things out of our own pockets, perhaps because it wasn't worth claiming reimbursement. But there is another class of donation, some of eyewatering generosity.

Some of these donations are obvious because they are tangible items, like Ian Hand's donation of a locomotive and riding cars, conservatively valued at \$5,000 to \$6,000. And Ian Thomas' donation of bogies for X33 and the parts for the Hunslet locomotive. Again, worth many dollars.

Then there are the less obvious donations. Peter Cockburn's machine hire. SASMEE reimburses Peter for fuel and out of pocket machine maintenance. If you deduct those costs from the cost of hiring machinery to undertake the work Peter has done over the past five

years, the difference is upwards of \$10,000. And Mary Homann spends a lot of time and kilometres chasing stock for the Canteen. This takes a lot of fuel. It is difficult to estimate this cost (Mary won't say!) but it is considerable.

These are only a few examples, doubtless there are many others. Such as machinery and equipment donations. The donors do not seek recognition, so much goes unnoticed. But if you look back over the last few years, SASMEE has received donations of the order of \$5,000 to \$10,000 per year. Not an inconsiderable contribution, without which the Club would be a lot worse off.

PRESIDENT'S REPORT.

Ian Thomas

Hello everybody

We have had some good news in that final approvals for the building are done and tender has been given to Navitus to build it.

The area has been cleared to start doing the foundations.

Thanks to the building committee for steering this project so far.

We have quite a few new members join our club and we welcome them.

Our running days are going well and both stations are running smoothly.

Training courses are proposed so please come along and participate. Signals, riding car maintenance boat pond and boiler house. We need some members to draft some courses.

We have made a start in getting sponsors for our carriages so we need someone to take on the role

We have had a good contribution from our younger members and good to see the enthusiasm.

The AGM is coming up in August so get your nominations for the Committee in!

Thanks to Mary and Bryan with the running of the canteen with lots of chips being sold.

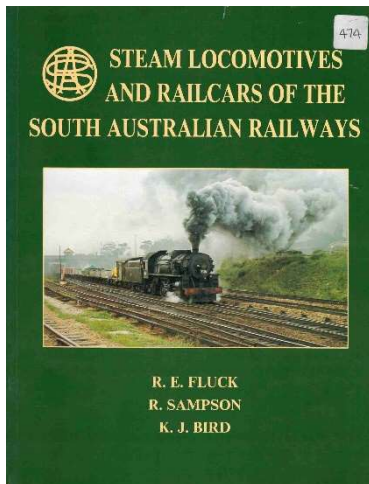
Finally, a Big thank you to Max Shuard again our hard-working secretary for a mighty job all the paperwork for the building project.

Best regards Ian Thomas. President 2023/2024

IN THE LIBRARY

Max Shuard

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.



Book of the Month

Steam Locomotives and Railcars of the South Australian Railways. R Fluck, R Sampson, K Bird.

This worthy tome fills a very important gap. Much more comprehensive than Oberg's Locomotives of Australia, which generally covers locomotives operating throughout Australia, it covers all the steam locomotives that operated in the South

Australian Railways. It also covers the many rail cars that operated where steam hauled passenger services could not be justified.

Each class of locomotive has an outline drawing, a brief description and a list of each individual locomotive's manufacturer and dates of construction and ultimate demise.

It complements the book "Locomotives of Australian National" which covers diesel locomotives, including all the locomotives AN inherited from the SAR.

A very useful resource for anyone looking into this aspect of South Australian Railways.

Note: The Z Class on the next page is the same class as the one Glenn Smyth is building! See <https://www.abc.net.au/news/2023-06-30/sa-man-building-steam-engine-in-adelaide-shed/102531472>

Z class

The Z class 4-4-0 locomotives were built for passenger service on the narrow gauge Northern Division, where they worked the 'Broken Hill Express' trains as well as passenger trains on the Western System from Hamley Bridge to Moonta and Gladstone.

They were at first displaced from the Broken Hill line by the T class 4-8-0's. Conversion of the Western system to broad gauge in the 1920's released narrow gauge power for use in other areas. Some of the Z class were transferred to the South East District to operate the service between Wolsley and Mount Gambier. After gauge conversion some of the Z class were allocated to the Port Lincoln Division, where they were again displaced by the T class and condemned in 1956.

Number	Builder	Builder's No.	In Service	Condemned	Remarks
187	James Martin	99	22/12/1894	23/1/1956	At Islington January 1942, ex Peterborough.
188	James Martin	100	9/1/1895	23/1/1956	At Islington January 1942, ex Peterborough.
189	James Martin	101	5/2/1895	23/1/1956	Worked on South East District.
190	James Martin	102	20/2/1895	23/1/1956	At Islington January 1942, ex Peterborough.
191	James Martin	103	26/2/1895	16/10/1956	Worked South East District to June 1949. To Port Lincoln March 1950. Condemned at Port Lincoln.
192	James Martin	104	26/2/1895	16/10/1956	Worked on Peterborough Division. Worked South East District 13/8/1940 to June 1949. To Port Lincoln Division 27/7/1950. Condemned at Port Lincoln. Worked on all three narrow gauge systems.
193	James Martin	105	26/3/1895	23/1/1956	To South East on 9/3/1924.
194	James Martin	106	3/4/1895	23/1/1956	At Islington January 1942, ex Peterborough.
195	S.A.R. Islington	18	29/9/1911	16/10/1956	Transferred from Peterborough to South East District on 18/12/1924. To Port Lincoln Feb. 1950. Condemned at Port Lincoln.
196	S.A.R. Islington	19	23/10/1911	23/1/1956	Transferred from Peterborough to South East District 27/12/1924.

BUILDER: James Martin — Gawler, South Australia
S.A.R. Islington Workshops

INTRODUCED: 1895

NUMBER IN CLASS: 1

WHEEL ARRANGEMENT: 4-4-0

DRIVING WHEEL DIAMETER: 4'6"

CYLINDERS: Number: 2

CYLINDERS: Number: 2
Position on Frame: Outside

Position on Frame: Outside
Diameter x Stroke: 15" x 20"

HEATING SURFACE: Tubes: 795.22 sq. ft.

HEATING SURFACE, Tubes: 795.22 sq. ft.
Superheater: —

Firebox: 73.93 sq. ft.

Grate Area: 13.87 sq. ft.

BOILER PRESSURE: 145 lb./sq. inch

TRACTIVE EFFORT: 10,270 lb.

COAL CAPACITY: 4 tons 10 cwt

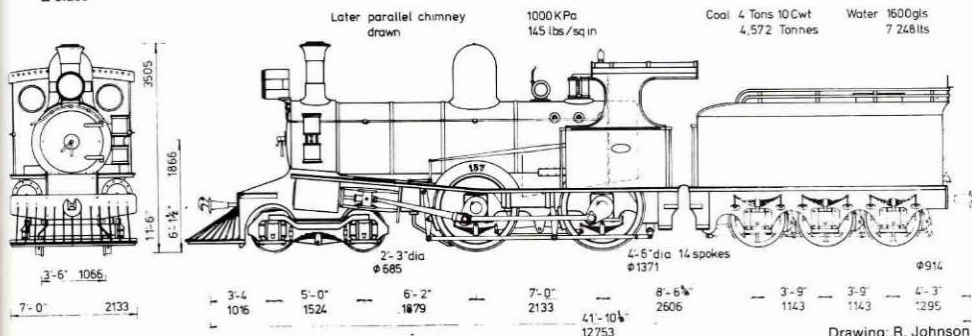
WATER CAPACITY: 1,600 gallons

WEIGHT IN WORKING ORDER: 50 tons 1 cwt

MAXIMUM AXLE LOAD: 9 tons 17 cwt

LENGTH OVERALL: 41'10 $\frac{1}{8}$ "

Z class



Drawing: R. Johnson

IN THE WORKSHOP

Aidan's Locomotive

Aidan Monsma's locomotive is progressing nicely. The body has taken shape. Needs some sanding and a coat of paint.



The underframe is complete.





Many other bits completed.

Tool Feature

Over the last couple of years, a number of interesting tools have been featured. Tools, sometimes for a single job, or sometimes for a particular function. Most, but not all, are home made. So, if you have anything you have made or acquired to solve a particular problem, could you let me know and it will be featured for all members to see? Ed.

TECHNICAL MATTERS

Building a steel boiler at home

Articles by Phill Gibbons, photos by Steve Reeves

Disclaimer

Steamlines is the newsletter of the Northern Districts Model Engineering Society (Perth) Inc. and is published by volunteers for the sole purpose of disseminating news and information relating to the hobby of model engineering for the personal enjoyment of interested parties.

Any statements made or information given are the personal opinions of the individuals credited and do not represent the policy, procedures or position of the Society or of any other organisations on any matter unless they are specifically identified as being formal statements on behalf of the Society or such statements are credited to an elected representative of the Society's executive committee acting in their official capacity.



Engineering Matters with Boiler Inspector Phil Gibbons

First, you will need a drawing — not elaborate, indeed myself and old Bob Brown only needed to do sketches with references to the AMBSC Boiler Code, as we had built a few between us. I have been lucky to have Ron Collins do my drawing this time. I owe him for that one!

The barrel steel will be available from Van Leeuwen Pipe & Tube Pty Ltd, Vulcan Road, Canning Vale. Get it cut to the exact length as saws today are very good.

Next, the marking out. You will need a paint pen, available from Bunnings for about \$3, to mark out four lines on the barrel longitudinally as shown in the photo 1:



Photo 1

Using the square, measure across one end half the diameter of the pipe, mark the end with two paint pen dots top and bottom, ditto the other end. Without moving the pipe, measure up each side half the diameter and put two more dots on the sides at both ends. Now with a long steel rule, run the four lines parallel to the barrel length.

Then mark out all the openings and write on them what size they must be cut or drilled. When you have someone check your work, mark the scrap areas with "XXXX" so it is clear what parts need to be cut out.

To do my holes I use hole saws up to about 1.25", any larger and I will oxy cut them. All the holes need centre punching and when you have marked out the diameter, they are centre punched all around the diameter line.

Pilot drill the centres of all the holes you are hole sawing, using the same size as the pilot drill on your hole saws. Do NOT centre drill the holes you are oxy cutting — they just get one small hole on the diameter you are cutting to ease the starting of the oxy cutter.

Avoid at all costs cheap hole saws! Mine are Starrett and I have had them for 40 years and they are still cutting OK. Hole saws need to be run slowly with cutting oil.

Keep withdrawing the cutter and clearing swarf. A little patience will go a long way here.

The bigger holes should be oxy cut with a circle cutter along the diameter line you marked earlier, as shown in photo 2:



Photo 2

My own circle cutter is a home made job around 50 years old and still works well.

The first cut of the firebox cut-out is done on a bandsaw— see photo 3



Photo 3

Then I run a 4" angle grinder fitted with a thin slitting saw along the two longitudinal lines.

Make sure it is the piece with the "XXXX" on it that ends up on the floor! Today I bought all my thick walled sockets with a plug for each one from Couplers in Carson Road, Malaga, all up \$24. The material for the stays can be bought from the Steel Store (Bohler Uddeholm) in Beete Street, Welshpool. What you need is about 3 metres of CS1020 for about \$20. Ask for a certificate to identify same.



Photo 4

Next are the flat plates. These are best laser cut or water cut. If you don't have access to CAD, the company you choose will produce the cutting file for their machine for a price. It is worth paying the cost to get the plate cut; it will save you hours of work.

You can, of course, buy a sheet of boiler plate (with a certificate giving you heat numbers), then mark out all your plates. Cut them out to size yourself with the oxy cutter and grind up the edges.

The next step is to grind all the weld preps. Some of you with big machines can, of course, machine them. Before you start on this, mark all your plates with [1] plate top; [2] plate front; [3] what it is; [4] water side or fire side or outside. Now mark the stay holes and weld preps on the correct sides — see photo 5.



Photo 5

Before doing any cutting or grinding, get a reliable person to check your work. Most of the welders I have used prefer 45 degree weld preps rather than "J" preps, plus these are easier to

machine or grind.

Now make yourself an assembly jig — see photo 6.

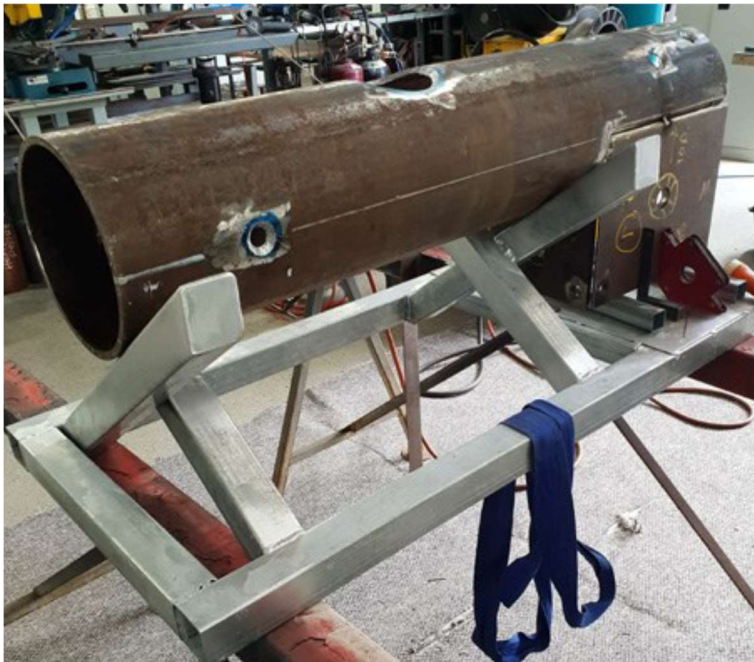


Photo 6

This is quick and simple to build and will make assembly a breeze for you and the welder can position your boiler at any angle he wants to make his job easy. Easy for him means quicker and this means you pay for less hours — win-win all round!

When drilling and boring or reaming the tube holes, remember to measure your tubes first as there is a tube drawing tolerance of around .010" and you will need .010" clearance on that. Get this right now or it will mean lots of work and bad language at a later date.



Photo 7.

The dome and fire hole is usually made from standard size tube and flat plate, or can be as in my case cut from Duromax thick walled tube available from the Steel Store, Beete St, Welshpool.

Remember your paperwork (certificate with heat number). Photo 8 shows the two different types of dome — on the left is Steve's built up dome and on the right is Phill's thick wall tube version. The bolts to hold the dome together are usually grade 8.8 and this number is stamped on the bolt head

Photo 8





Photo 9. Partly completed weld prep on a stay hole. A rotary burr is used to grind the chamfer out to the circle of centre punch marks.



Photo 10 Left: Grinding weld preps on the plates — this is best done outside as it generates a lot of dust!

Now we start on the plate work. Briggs boilers will need 5 pieces of plate: a front tube plate, a rear tubeplate (this is cut in half to give the backhead as well), a crown sheet and a couple of crown plate risers.

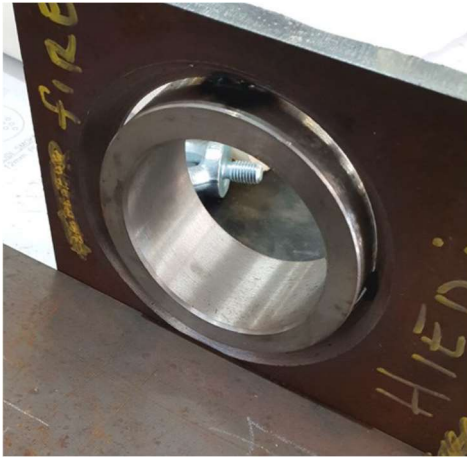
Full firebox boilers will need 10 pieces plus the strips to make the foundation ring.

These must all be cut from boiler plate which is now becoming a bit

rare. Indeed, we had to ship ours from the Eastern States as full 6 x 3 foot sheets. Try and get a few people interested so that you can split the cost.

Now the good news! One of our members Peter Harding works for a water cutting mob called Intracut (contact pete@intracut.com.au) who charge very little for programming from your drawings and can, for a little extra, cut your weld preps as well (*see article below*). I believe this is well worth the few extra dollars.

Your firehole ring and dome parts come from the Steel Store (Beete St in Welshpool) and the bolts for my dome came from Atom Supply (Mackay St, Kewdale). I used Allen head cap screws which are all 8.8



strength — if you are using something else look for the “8.8” stamp on the head of the bolt.

Photo 11 – Firehole ring

When we have collected all the pieces, we can drill and chamfer all the stay holes, drill the washout and anode holes and tap them. One important note: if there are tapped holes near a weld (as shown at right) you must make a copper plug to fit neatly in the tapped hole to prevent it being welded up.



Photo 12 – A tapped hole for the washout plug near the weld. It will need a copper plug.

Photo 13 – Firebox after plates have been fully welded into place.

BEFORE assembling the firebox, you will need to collect up all the plate work you have previously prepared for it. These include a front with all the holes in it, a rear with the fire hole in, two sides and a top.





Photo 14

They should all be clearly marked, e.g. “side”, “fire side”, “outside”, “top”, “front”, etc. This will make life a little easier for you.

Assembly is as follows: stand one side on a steel bench and hold it in place with a magnetic square. If you don't have magnetic squares use clamps but check everything with a square before tacking. Stand the front up next, then the other side, also held with

magnetic squares. Now you should have a 'U' section.

Add the top plate and tack weld with at least two tacks for every joint — 10 in all.

Photo 15

Remove all the squares and invert the assembly. Check it for parallel and fit a brace to the rear near the foundation ring section. Re-tack the inside with two tacks to each joint.

Next fit the foundation ring sections and tack in place, three tacks for the front and two for each side.

The assembly is now ready for welding, but before you do this, make sure all the stay countersinks are on the fire side of the firebox!

We do not fit the rear plate at this time but the fire hole ring can be fitted and welded into the rear





firebox section. It protrudes on the opposite side to the stay countersink, as shown in photo 15.

Next time we will fit the front tube plate and firebox to the barrel assembly.

Photo 16

NOW is the time to fit the front tube plate and firebox. All the welding on the barrel and outer firebox must, of course, be complete and ground neatly. The four long parallel lines on the barrel should still be there, so mark

a cross on the front tube plate parallel with the tube holes and line up the cross with the lines on the barrel by eye.

A small tack on the bottom of the tube plate is next. If the tube plate is sloping, stop, flip the barrel upside down on the jig and weld two steel tags across the base of firebox. See Photo 17.

Photo 17

Drop this unit into the outer firebox on the barrel, fit and tack the front foundation ring piece.

Next fit the foundation ring sides and tack them in place.



Flip the boiler around the right way up and slide a couple of tubes through the front tube plate. If they fit into the firebox tube plate mating holes you're lucky, if not then tap the front tube plate until they slide freely. Give the front plate three more tacks. Next fit all your stays and weld everything up.



Photo 18

Now to tube expanding. I like to have the tube holes with a minimum of .015" clearance. You will need 3mm sticking through the firebox end and 10mm through the front tube plate. So in with the tape measure, get the overall length and add 15mm. Cut all your tubes to length, de-burr and anneal the ends for the first 20mm only.

Now slide a tube through each of the holes one at a time and get it into its mating hole at the other end. **DO NOT TAP THEM** — they must all slide in freely — See Photo 18.

You will need a mate here to help expand the tubes. With 3mm sticking out proud in the firebox end, grab the front end of the tube tightly with pointy nose pliers and your mate can then expand the firebox end.

Use a battery drill on your expander and set it so it stops a second or so after the tube grips. Repeat for the rest of the tubes at the firebox end, then do the same on the front end.



Photo 19

Bead the firebox ends over and bell-mouth the front ends, then go over the whole lot again to tighten any that may have worked loose during the beading.

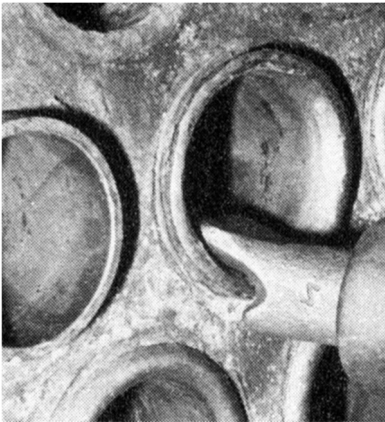


Photo 20.



Photo 21.

Photo 20 - A simple beading tool can be made by cutting a profile similar to this one into the end of a steel bar. Hammer it around each tube end until the bead is formed.

Photo 21 - Finished firebox end, all tubes expanded and beaded.

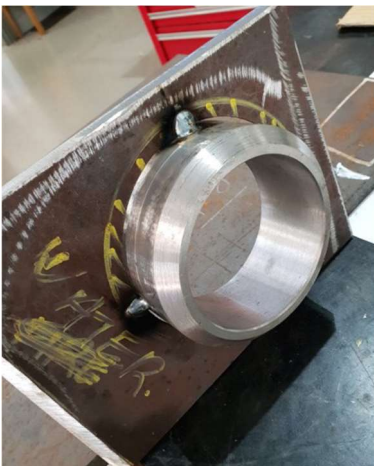


Photo 22. The fire hole ring tacked in place in the rear plate. This can be fully welded to make a complete sub-assembly before the next step.

THE next job is the firebox rear plate. This has to have the fire hole ring welded into it, which can be done later but is very difficult. So as a courtesy to the welder, do it before fitting the rear plate.

The rear plate complete with the fire hole ring needs to be welded into the firebox now. Next is the foundation ring strip.

Tack it in place then it can be fully

welded, with a sealing run on the inside.

Then prepare the backhead — you will need to put your tags on (small pieces of steel scrap in three positions to hold the backhead level). You will probably have to do some grinding here to get the backhead to drop in freely, but free it must be. Whether the welder has to weld up a weld prep with a 3mm gap or even 5 or 6mm doesn't matter; what matters is that the backhead looks nice and square to the rest of the firebox. A little fettling with an angle grinder will fix a lot of sins.

When the backhead welding is complete, fit plugs and do a first test for leaks by filling the boiler with water and pressurising it. If you have any leaks, and I would be surprised if you have, mark them, drain the boiler, grind out the weld in the marked places and re-weld. If a leak is in a position where it's impossible to grind out, then run a weld over the top of the leak.

Once the boiler welding is finished, it is time to carry out the full hydrostatic test to the satisfaction of your boiler inspector.

When this is done, you can weld the lagging frame on. My preference is to use 20 x 20 RHS tube for the lagging frame, as you can easily clamp your lagging material to it and then pop rivet it in place.

Now a word of warning! I used zinc-anneal sheet for the lagging on 'Irma' and two years later this has seriously rusted. It may have been the felt insulation I used holding the moisture behind the sheet.

Whatever the cause, it has to be replaced, so stainless steel or brass sheet is the go. My preference now is to use an air gap for insulation on steel boilers, not an insulation material.

Before you apply the lagging and finally seal this boiler up, dry it out in the sun for a while or use a gas torch to rid the outside of moisture, then paint it with a heavy coat of red oxide paint.

I hope this series of articles helps take the mystery out of building steel boilers at home!

Photos 23 and 24. The boiler, hydro tested complete with lagging frame fitted. Only requiring a final coat of paint.



Photo 23

Photo 24



CLUB ACTIVITIES

Training Day.

On Sunday 25th February a training day was held. The training centred around station management and train operations.

The day was well attended, with lunch provided!

Further courses are planned. These will include:

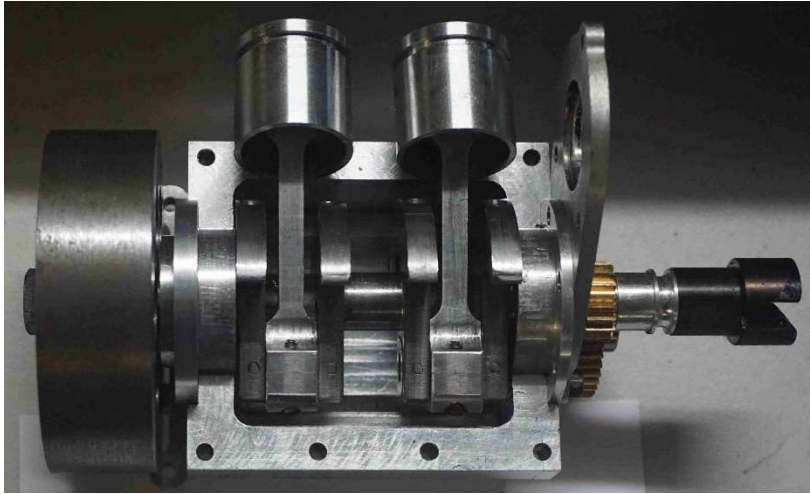
- Boat Pond Management,
- Signal installation, care and maintenance,
- Boiler house operation,
- Riding car inspection and maintenance.

Once the workshop is complete, there will also be a need to develop training for the operation and maintenance of the machinery.

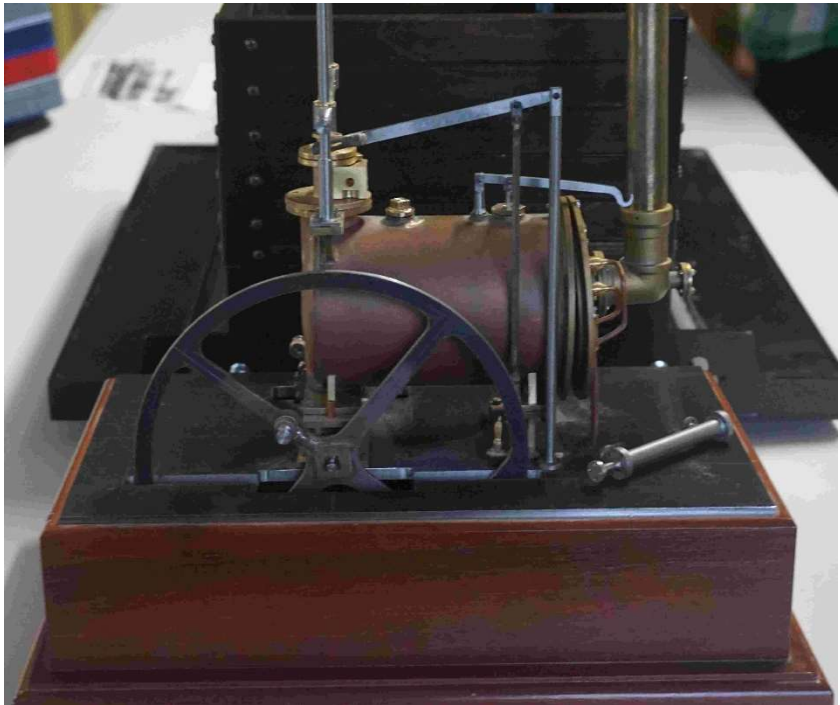


Show and Tell

In conjunction with the March General Meeting, the annual Show and Tell was held. A very balmy evening made for a very successful event with many aspects of model engineering on display.



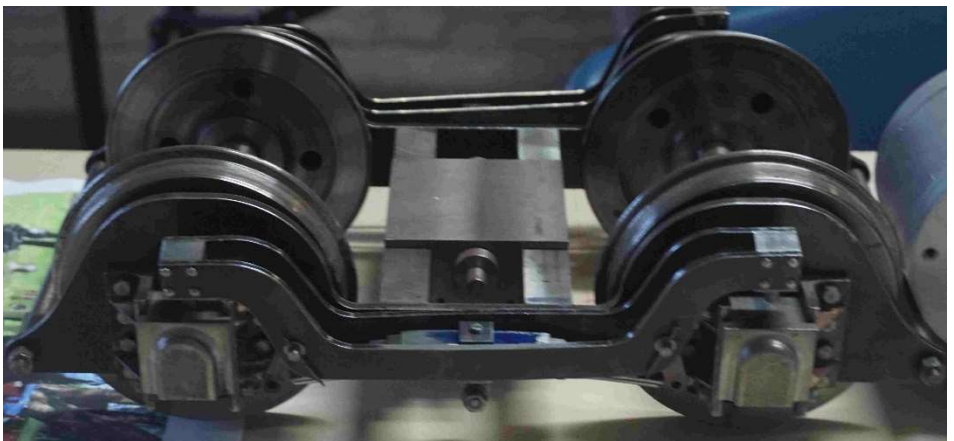
Twin Cylinder OHV IC Engine – Bill Coles



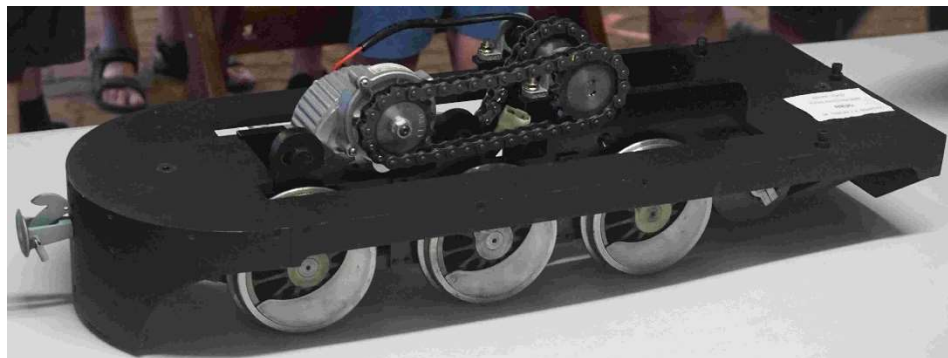
Trevithick's high pressure dredge engine, 1806 – Philip Edmonds



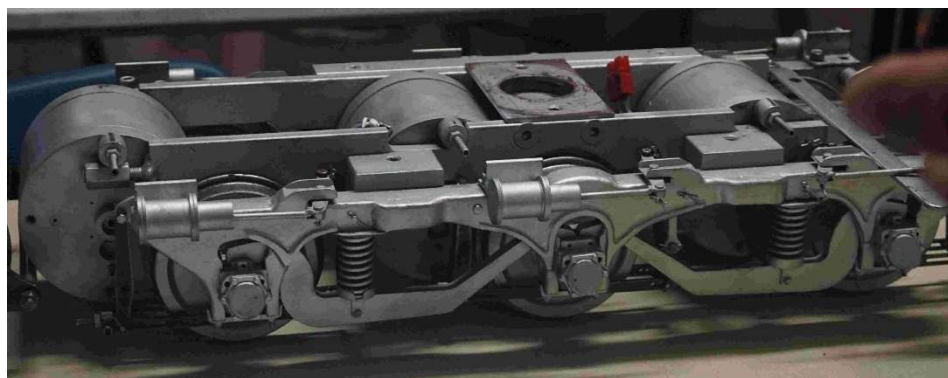
Valve links BHP Mikado locomotive – B Homann



Lead bogie for a 4-4-0 locomotive



NB 30 Underframe – K Martin



SAR 930 Bogie – P Mere



**5" gauge
coal truck –
J Bellew**



Pilot Vessel Gurnard – M Offler



Manchester Ship Canal vessel Bison – M Priest



Fremantle Class Patrol vessel HMAS Bendigo – A Saunders

AALS SASMEE Award

AALS SASMEE Award for the best non steam locomotive model went to Jeff Jenkins of Grandchester for his model of a DL3 Mt Surprise.

SASMEE sponsors this award at each AALS annual convention.



Boaties Regatta

In contrast to the last couple of regattas, the weather was ideal. With a shared lunch, a very pleasant day was had by all.



Full Concentration

Making a hasty departure from the west coast of Africa with a load of ivory, this 15th Century Carrack sets full sail.



A busy Waterway



Leaving a perfect wake on a millpond

Club Run Days.

As well as the normal public run days, extra events for members were held. Saturday 30th March had a Members Play day. April 28th had the Boaties Regatta.

A working bee was held on Saturday 14th April to clear out the existing workshop.

The Gnome Ladies



Di Watkins and Toni Offler at work painting Gnomes.

To the delight of many children visiting SASMEE Park on Public Run Days, there are quite a number of gnomes, dinosaurs, and other quirky items around the Park, and along the railway lines.

These are maintained by some dedicated volunteers. Seen here are Di and Toni giving some gnomes some new clothes.

Quiet Achievers



A lot happens around the Club that does not have a high profile. But is very important to maintaining and running the whole of SASMEE.

Graham Gaetjens and Philip Edmonds changing the railing at the 7 ¼ Station.



Geoff Hall painting the top story of Fort Knox

Buy and Sell

This has now been shifted to the SASMEE Website. Under the ABOUT SASMEE Tab. No password required.

If you have anything in the workshop and model engineering area that you would like to buy or sell, please let me know.

Keep monitoring this site. There is a lot of good stuff.

Up and Running

Since the last Bulletin, Public Run Days were held on the 3rd and 16th of March, 7th and 20th of April and 5th May. The scheduled Interclub Invitation run for the 9th March was cancelled due to hot weather. There was a Training Day held on Sunday 25th February. An extra Club play run was held on Saturday 30th March. And the Boaties Regatta on Sunday 28th April.

Here are some selected details.

The Run Day on the 16th March had the following activities:

5", 7 1/4"

- | | |
|-----------|---|
| • Hunslet | Ainsley Cuthbertson. |
| • Sooty | Rohan Garrard/, Jackson Hefford, guard. |

On the 3 1/2", 5" track were:

- | | |
|---------------|---------------------|
| • NSU 57 | Kingsley Martin. |
| • Jack/Junior | John Monteodorisio. |
| • 457 | Simon Lindsay. |
| • Apprentice | Jake Bott. |
| • Pugsley | John Bellew. |

On the pond were:

- | | |
|---------------------|-----------------|
| • Cranborne | Bob Smith. |
| • Skylight, Gurnard | Michael Offler. |
| • Pride of Firth | Bob Smith. |
| • Work boat | Mike Turner. |
| • Yacht Safir | Alan Saunders. |
| • MFV 1565 | Michael Priest. |
| • Tarla | Rob Ball. |

On the Garden Railway

- Black 5 5212 (G)
- Black 5 941 (O)

Allan Wallace.

Allan Wallace.

On the stations were Toni Offler, Enzo Greco and Ashley Roocroft.

The Steam House was not attended.



In the Canteen were Mary Homann, Di Watkin and Graham Gaetjens.

On the gate were David Hawkins and Trevor Morcom.

John Foster was the Safety Officer.

A special guest on this day was the Easter Bunny!

Easter Eggs for everyone!

The Run Day on 20th April had the following contributions:

5" 7 ¼"

- Sooty

Cameron Dicker, Jackson Hefford, guard.

- 705

Ashley Roocroft, Matthew Longman, guard.

On the 3 ½" 5" track were:

- NSU57
- Speedy
- Apprentice
- Smiley
- 457
- 900

Kingsley Mertin.

Allan Wallace

Jake Bott.

John Bellew.

Simon Lindsay.

Bob Smith.

Some of the boats on the pond were:

- Zwarte Zee

Mike Turner.

- Swiss Barge
- Air Sea Rescue
- Raeleen M
- HMAS Bendigo

Malcolm Ambler.
Michael Offler.
Michael Priest.
Alan Saunders.

On the Garden Railway

- Thomas and friends
 - Edgrid
- Ably assisted by Archie Aworth.

Max Shuard.
Max Shuard

On the stations were Rachel brougham, Jackson Hefford, Paul Hefford, Toni Offler, Di Sanders, Richard Sanders.

In the Canteen were Mary Homann, Di Watkin, Graham Gaetgens.

On the gate was Sophie Cockburn and Trevor Morcom.

Bryan Homann attended the Steam House.

Safety Officer was Enzo Greco.

The Run Day on the 5th May had the following activities:

5" 7 ¼"

- Sooty
 - 351
- Rohan Garrard/Guard Xavier O'Loughlin.
Ashley Roocroft/ Guard Michael Longman.

On the 3 ½" 5" track were:

- NSU 57
 - Apprentice
 - Black 5
 - Smiley
 - Daisy
 - Sweet Pea
- Kingsley Martin.
Jake Bott.
Allan Wallace.
John Bellew.
Grant Campbell.
John Llyas.

On the pond were:

- Skylight,
 - MTB 1101, Cranborne
 - Karla
 - Yacht Safir
 - Patricia
- Michael Offler.
Bob Smith.
Rob Ball
Alan Saunders
John Clayfield

On the Garden Railway

- Thomas and Friends.

On the stations were James Rault, Toni Offler, Daniel O'Neil, Henry O'Neill, Jackson Hefford and Robyn Hefford.

Michael Moyse and Max Shuard attended the Steam House.

In the Canteen were Mary Homann, Di Watkin and Bryan Homann.

On the gate were Sophie Cockburn, David Hawkins and Trevor Morcom. Rachel Brougham was the Safety Officer.

Meetings

All meetings were held in the club rooms on the second Tuesday of each month. After the March General Meeting, there was the Annual Show and Tell. At the April General Meeting, a detailed update of the Workshop Project was presented.

Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know. Ed.

SASMEE PROJECTS

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Workshop

1. Development Approval.
 - a. Development Approval was received on Monday 8th April 2024.
 - b. The DA comes with a number of obligations that must be adhered to.
2. Building. The current scope consisted of:
 - a. 14 m x 7 m shed to design height and with pier footings and concrete floor.
 - b. Store room.
 - c. One sliding door on the north side.
 - d. Double PA doors on western end.

- e. Single PA door on eastern end.
 - f. Insulation. Building blanket for the roof and Sizational for the walls.
 - g. All cleats and fastening areas to permit further additions at a later date.
3. Exclusions. The following had been removed from the scope:
- a. Side veranda.
 - b. Mezzanine extension.
 - c. Semi roundhouse over turntable.
 - d. Gantry crane and rails.
 - e. Celestory.
 - f. Windows.
 - g. Semicircular end vents.
 - h. Floor seal.
4. Finance
- a. Available funds.
From Grant: \$143,259.17
 - b. Navitus quote on reduced scope:
\$143,413.11
SASMEE will need to cover the minimal over run of the quote.
5. Programme.
- A draft programme was presented.
- Site clearance to commence 1st May 2024
 - Concrete piers 27th May 2024.
 - Concrete floor 3rd June 2024.
 - Steel erection 8th July 2024
 - Insulation and cladding 15th July 2024
 - Mezzanine veranda 22nd July 2024
 - Fit out and site cleanup 29th July 2024.
 - Handover 5th August 2024.

SASMEE BUSINESS

Vale Bernie Dickinson

Photo 1 – Bernie as we knew him at SASMEE

Bernie was born in Goodwood and went to school in Ashford and Sacred Heart College. While at high school, he joined the Air Cadets. On completing high school, he joined the South Australian Railways as an apprentice fitter and turner.



Photo 2 – Air Cadet Dickinson

The day after his graduation as a fitter, he left the railways and went to sea, joining the Tarrinna as a junior engineer. This was a 1,600-tonne cargo vessel trading along the east coast of Australia.

In the late 1950s Bernie undertook National service, joining the 27th Scottish Regiment.

In 1961 Margaret and Bernie married. They had three daughters and a son, Paul. Paul is an active member of SASMEE. Each child was presented with a working model steam locomotive – Built by Bernie! Photos of the locomotives



are below in this article.

Bernie stayed at sea for nearly thirty years, rising to the rank of



Commodore
Chief
Engineer for
the shipping
company R W
Williams.

**Photo 3 –
the Tanker
Canopus**

Bernie's last
ship was the
Canopus, an

oil tanker that took
him around the
world.

**Photo 4 – Bernie in
the control room of
the Canopus.**

After leaving the sea
he became a boiler
inspector for the



Department of Labour. He was also
instrumental, with Simon Huntington,
in acquiring and installing the new
boiler in the Steam House at
SASMEE.

**Photo 5 – Simon and Bernie with the
new boiler.**



Bernie never lost the love of the water. In his later years, he bought a steam powered launch.



This launch is still in the family.

Photo 6 – Captain Dickinson.

For many years Bernie managed the Steam House at SASMEE, caring for the boiler, stationary steam model engines and the full-size vintage machinery. He is sorely missed and a very hard act to follow.



Photos of locomotives made by Bernie.





Bernie had a close family, who supported him through his later years when his health deteriorated.



Left to right:

**Scott, Son in Law,
Catherine,
Bernie's daughter,
Bernie, (of course),**

**Front row:
Paul, Bernie's son,
Margaret,
Bernie's wife,
And Bernie's daughters
Meg and Louise.**

New Members

Since the last Bulletin SASMEE welcomes these new members:



Kane Stevenson - April 2024

Scott and Archie Aworth
- April 2024

Jarrad Dunn - April 2024

Jack O'Donoghue – April 2024

Christopher Kilby – April 2024

SASMEE has developed a
“Welcome Pack” for new
members and these will be
progressively distributed.

Archie – one of our new members

REMINDERS!!

Food Safety Course

There is a very good food safety training course online at:

<https://dofoodsafely.health.vic.gov.au/index.php/en/>

Anyone involved with the Canteen is encouraged to undertake this course. It covers the basics and gives good advice on food handling for public areas.

Working with Children

And for those who still haven't undertaken their “Working with Children” clearances, these are still necessary, so please get on the case.

You will soon receive some explanatory notes on this issue. It is vital SASMEE has up to date information.

Sign In Requirements

It is a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Note that you are now asked to enter the time of arrival and the time of leaving.

So please remember to sign in whenever you are at the park, even if there for only a short time.

ELECTED MEMBERS 2024/2025

2024 Committee Election Form

Committee Positions

At the AGM there will be a spill and elections for all positions. If you wish to nominate, please have nomination forms in to the Secretary as soon as possible. Nominations should be in before close of business on the 12th July for an AGM on the 13th August.

And don't forget, you need to be a financial member to be eligible to vote.

Either email sasmee.librarian@outlook.com or post to:

Secretary,

South Australian Society of Model and Experimental Engineers,

PO box 208, Goodwood. SA. 5034.

A nomination form is included below.

Nominations for the **SASMEE** Executive and Committee

2024/2025

Please circle the position nominated for: -

(1) ---President

(1) ---Vice President

(1) ---Secretary

(1) ---Treasurer

(1) ---Assistant Treasurer

(1) ---Safety Coordinator

(4) --- Committee Persons

I wish to nominate the following person for the position circled: -

Nominee (print name)

Accepted by nominee (sign).....

Proposed by.....

Seconded by.....

Date.....

Nominations are to be lodged with the Secretary by Close of Business
12th July 2024

PO Box 208, GOODWOOD SA 5034 OR sasmee.librarian@outlook.com